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RF-46469 (Rev. 7/93)

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February 2, 1994

94-RF-01435

F. R. Lockhart Environmental Restoration Division DOE, R-O

ACCELERATED SLUDGE REMOVAL PROJECT (ASRP) PRE-STARTUP ITEMS - SRK-020-94

The following information is provided per your request for additional details prior to the startup of sludge removal operations.

Compensatory Measures For Vacuum Truck Failure. Two truck failure modes are to be addressed:

1) a leak in the tanker, and 2) mechanical failure. These failures will be handled as follows:

- 1. It is planned to use one of the ASRP vacuum trucks as backup for the other truck should it fail. However, the second truck is late arriving on plant site due to a hydraulic leak. Currently the second truck is expected to arrive on site Friday, February 4, 1994 and be ready for operations by February 7, 1994. In the meantime, we will position the 910 Waste Tanker near the pond side work area so that it is available to receive the contents of the vacuum truck should it fail. This Waste Tanker is Department of Transportation (DOT) approved for hazardous and radioactive waste. It will be dedicated to the ASRP until the second vacuum truck is placed in service. If the vacuum truck fails near the pond, we will use its hydraulic pump to empty it into the Waste Tanker. If the vacuum truck fails on or near the pad, we will use its hydraulic pump to empty it into a polyethylene tank. If the hydraulic pump is not in service, we will use a CH&E five horse power gasoline powered diaphragm pump that we will keep available in Tent 3 for this operation.
- 2. Should the sludge truck fail mechanically, the contents of the tanker will be emptied either into the waste operations tanker truck or a storage tank, depending on the location of the sludge truck. Once emptied, the sludge truck will be moved as required for maintenance.

Repair of pond liner. Our simulated cold run with a stand-in for the pond liner showed that it is extremely unlikely that vacuuming operations will cause the liner to fail. Your representative witnessed this cold run. If the liner is breached during sludge removal operations, the primary concern is migration of sludge below the hypalon liner and between the hypalon and asphaltic liner below. To minimize this, a piece of impermeable material will be placed over the area of the damaged liner and be ballasted with sand bags. This should provide a level of protection at least as good as that provided by the liner of B Center.

Final Dry Run/Dress Rehearsal. A final Dry Run/Dress Rehearsal will be conducted prior to start of hot operations. J. B. Mellen, the ASRP Program Manager will be responsible for approving the successful completion of this run. The run will start at pond side and simulate all operations associated with sludge vacuuming. All personnel will wear the required Personal Protective Equipment (PPE) and all radiological and Health & Safety (H&S) sampling will be performed. All vacuum piping will be in place with all joints sealed with plastic wrap. The vacuum nozzle end of the

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pipe will be attached to the truck per procedure. The truck will be operated in the vacuum mode (without sucking sludge) for a few minutes to simulate vacuuming operations. Then the truck will be shut down and all connections secured per procedure.

The run will end in tent 3 with the simulation of vacuum truck unloading operations. All personnel will wear the required PPE and all radiological and H&S sampling will be performed. All discharge piping will be put in place with all joints sealed with plastic wrap per procedure. Since the truck is empty, the pump will not be operated dry. All connections will be secured per procedure.

If you have any questions, please contact me at extension 8541 or Joe Mellen at extension 8607. We await your written approval to commence sludge transfer operations.

S. R. Keith

Director Solar Pond Projects

EG&G Rocky Flats, Inc.

JBM:bep

Orig. and 1 cc - F. R. Lockhart

cc:

S. Howard - DOE,RFO

M. A. Witherill - "